

## Blakey, Chew Kick Off Leadership Summit

**Aug. 14** - The second annual ATO Leadership Summit opened yesterday with FAA Administrator Marion Blakey and ATO Chief Operating Officer Russ Chew praising the transformational progress, but warning that major challenges still lay ahead.

Blakey told the attendees in Washington, D.C., that it was a pleasure to be with the men and women who form the backbone of aviation. “The traveling public depends on the ATO workforce to grow as managers and leaders,” said Blakey. “The people in this room are the world’s gold standard in getting people from point A to point B.”

The more than 600 ATO managers were encouraged to “embrace the change” by Blakey. “I want you to grow as leaders and managers.”

Blakey also used the summit as an opportunity to offer an olive branch to the National Air Traffic Controllers Association, declaring that “today is a new day,” and announcing that she is looking forward to meeting new NATCA President Pat Forrey later this week.

Like Blakey, Chew had plenty of words of praise for the attendees who have helped reinvent the ATO in just a short time. We are “Living the Vision,” said Chew, referring to the theme of this year’s summit. “We have done a lot. I am proud of what we have accomplished in the last two years.”

Chew said the summit will give managers new skills to help produce a sustainable future. “This summit is about investing in our managers,” he said. “We are taking on the tough decisions and finding the right balance between owners, customers and employees.”

Chew highlighted progress in a number of areas that have attracted the plaudits of the ATO’s owners and customers: the Advanced

Technologies & Oceanic Procedures that help planes reach desired altitudes sooner and allow more planes to fly over the ocean; improved area navigation, or RNAV, that has reduced departure delays and cut airspace congestion; the Domestic Reduced Vertical Separation Minimum that has increased capacity; and, most importantly, the new safety initiatives that are now showing results.

Chew also pointed to the “enormous achievement” of substantial cuts in the operations budget in the last two years — especially important since tight federal budgets will mean the FAA will continue to face stiff competition for funding.

Despite progress, Chew emphasized that the ATO cannot afford to rest on its laurels. There are “serious, serious challenges” ahead, he stressed. Using Darwinian language, Chew noted it is not the strongest or most intelligent that survives, but those “most responsive to change.”

To ensure its future viability, the ATO has to continue to reinvent itself, Chew said, shifting from the “culture of yesteryear to the culture of tomorrow.” This includes moving from an entitlement-based to a performance-based model, from function- to output-focused, from reactive to proactive, and from risk averse to innovative.

Central to continuing the progress, Chew added, is the ATO’s new business model, which places strategy first and budget second — and not the other way round, as was done in the past.

The summit brings together managers from across service units who are poised to make recommendations for direction, vision and leadership to achieve ATO goals and objectives.



Photo: FAA

**PROJECTING RUSS** COO Russ Chew is displayed on a giant screen as he delivers his opening address.

## ATO Helps Train China’s Future Air Traffic Leaders

**July 31** - China’s future air traffic management leaders visited the Air Traffic Control System Command Center on July 27 as part of an innovative hands-on training program.

The ATO sees the program as an important opportunity for the Chinese to learn from their U.S. air traffic counterparts to help tackle enormous air traffic challenges in one of the world’s fastest growing aviation sectors.

We have “learned a lot of information” on air traffic management that we can “take back to apply” to China’s specific problems, said Yan Xiaodong, one of the Chinese trainees visiting the Command Center in Herndon, Va. “We need to learn from the U.S. to help deal with the challenge of the development of [China’s] traffic growth,” added Yan.

The ATO, as part of its increased focus on international aviation leadership, is currently taking the primary role in the initiative to

## Tech Center’s Overrun Arresting System Helps Save Aircraft

**Aug 11** - An innovative runway arrestor designed in part by the FAA Technical Center in Atlantic City, N.J., has again prevented an overrun incident from becoming a serious accident.

When a landing aircraft overruns the end of a runway there can be disastrous results; the aircraft may run into a body of water, busy highway or nearby residential area.

Although the FAA now requires a safety area of 1000 extra feet beyond the end of the runway, many older airports do not have the physical real estate needed to build additional length at the end of a runway.

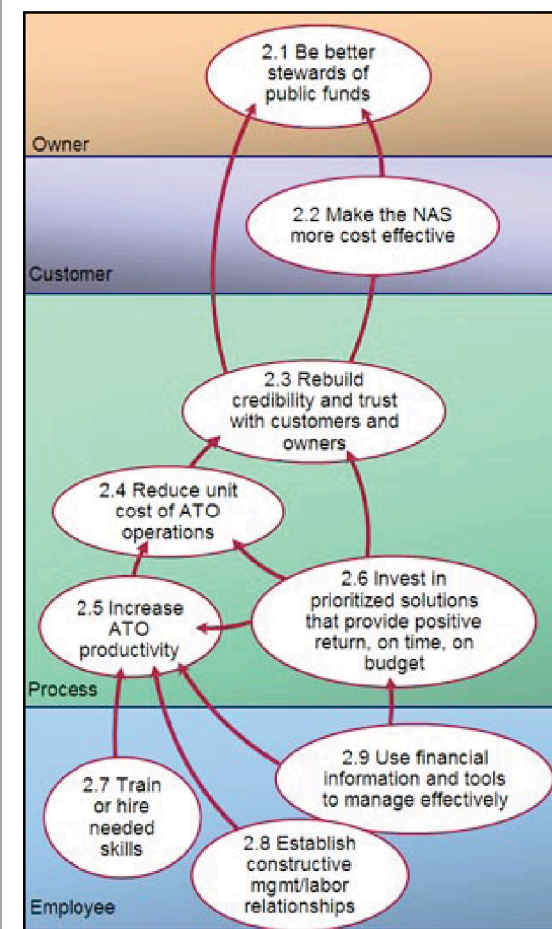
One solution is called a “Soft Ground” arrestor, a bed of jet-blast-resistant cellular cement blocks placed at the end of a runway to decelerate an overrunning aircraft in an emergency.

Such an emergency occurred July 17 when a Dassault Falcon 900 business jet was landing on Runway 01 at Greenville, S.C. Downtown Airport. The aircraft experienced a brake system malfunction and overran the runway, but it was safely brought to a controlled stop within 100 feet of the threshold.

## ATO Strategy Map

### Pathway Two

#### Enhance Financial Discipline



**MONDAY'S  
Summit Attendance**

**645\***

\*Based on claimed name badges.

train 20 hand-picked Chinese air traffic professionals who will have to deal with continued double-digit increases in air traffic in China. The ATO’s broader goal in the program is to help secure the highest standards of safety and efficiency worldwide.

The five-month training program, which will end in August, is now kicking into high gear with a month-long on-the-job mentoring session.



“Living the  
Vision”

# ATO LEADERS REPORT

| [ipm.faa.gov/leaders](http://ipm.faa.gov/leaders) |

## Useful Talking Points

The Operational Evolution Partnership is part of the FAA's Flight Plan. The OEP is integrated into the five-year strategic plan for the agency.

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## Administrator Blakey and Lawmakers Share Plans to Modernize the NAS

During a Senate Aviation Subcommittee hearing on July 25, FAA Administrator Marion Blakey stressed the importance of modernizing air traffic management and warned lawmakers that demand for air service could triple over the next two decades.

The Administrator called the nation's air transportation system “a victim of its own success.” She displayed a “startling picture” at the hearing: two side-by-side charts that displayed the current density of high altitude air traffic with that projected by 2025—triple the current amount. “If we fail to modernize,” Blakey told senators, the system will face a level of density “beyond human intervention ... that can only be handled through automation.”

Officials from NASA, the General Accounting Office and the Department of Transportation's Office of Inspector General joined Blakey to testify at the subcommittee's hearing on the progress of the Next Generation Air Transportation System. The inter-agency Joint Planning and Development Office is responsible for developing this plan to modernize the air traffic control system.

Blakey explained that the challenge of dealing with the projected increase in air traffic is being approached twofold: by the JPDO in the long term and currently by the ATO. The ATO is taking on the problem with systems currently being incrementally introduced, such as the impressive satellite- and onboard-based Automatic Dependent Surveillance-Broadcast that enables aircraft to fly more efficient routes. She cited ADS-B's success in its implementation in Alaska under the Capstone demonstration program and the resulting 50 percent drop in the accident rate. ADS-B will next be used to guide helicopter traffic to and from oil platform rigs in the Gulf of Mexico.

Blakey told the senators that JPDO advances were also being implemented in the framework of the FAA's Operational Evolution Partnership, a 10-year rolling plan to develop new capacity for the nation's busiest airports. The OEP has already made advances “where the taxpayer could get the biggest bang for the buck,” she said, such as 12 new runways since 1999 with “more on the way.”

NextGen is also embedded in the soon-to-be released FAA Flight Plan for 2007-2011, “to identify the pipeline and funding to implement new technologies and incorporate the operational concepts that will serve as the foundation,” according to Blakey. Progress reports on each goal and milestone will be posted monthly on the FAA's website. “We've linked the bonuses of FAA employees to the achievement of these goals,” she added.

Blakey also announced JPDO's release of the first phase of the documentation explaining how NextGen will work, the so-called “enterprise architecture.”

Of course, accounting for the cost of modernizing air traffic management (estimated at \$1 billion per year) is a vital challenge, the Administrator recognized. She noted that workshops on NextGen are being held with the user community, “so that the critical assumptions and uncertainties underlying any cost benefit analysis can receive scrutiny and validation for future use.” The first workshop was held with commercial aviation interests. Meetings with the general aviation community and the Air Force are planned in the next couple of months.

All stories originally appeared in the Leaders Report on Aug. 8, 2006.



Photo: FAA

**FAA ADMINISTRATOR** Marion Blakey explained changes in the OEP to the Senate Aviation Subcommittee.

## ATO Communications Announces Changes to the ATO Daily Team Brief

The ATO Daily Team Brief format and time will change. The final 15-minute telecon is scheduled for Wednesday, Aug. 9. The Daily Team Brief will break until after the ATO Leadership Summit and the three sessions for Contract Training in St. Louis. Because they have been so well received by ATO managers and supervisors across the country, the calls will resume sometime in

September with a new format. Calls will take place only on Tuesdays and Thursday and be lengthened to 30-minutes so that subjects may be covered in more depth. A future issue of the Leaders Report will provide specific dates, times and call-in information. For updates about the ATO Daily Team Brief, visit the ATO Leaders Report Web site at [ipm.faa.gov/leaders](http://ipm.faa.gov/leaders)

### Talking Points

## Operational Evolution Partnership

### Turning Today's Commitments into Tomorrow's Reality

The Operational Evolution Partnership – OEP – is a government and industry commitment to reduce flight delays, increase efficiency and improve safety.

The effort extends the predecessor OEP – the operational evolution plan – that allowed the FAA to accelerate capacity projects at America's 35 busiest airports. The Operational Evolution Partnership expands the plan, broadening it to include projects that the United States will need to launch the next generation transportation system for aviation.

Together, we are building on a tried and true process, which ensures accountability for the commitments we make. With the support of Congress, the work of government agencies like the FAA and NASA, and input from the aviation industry, America can achieve the Next Generation Air Transportation System – NextGen – of 2025.

NextGen is a national priority that brings together six cabinet level organizations and the President's chief advisor for science and technology. With aviation accounting for more than 9 million jobs, \$314 billion in earnings, and 5.4 percent of the U.S. GDP, advancing aviation advances America.

### Focusing on Solutions

The OEP focuses on solutions that lead to the NextGen system. By funding programs that reduce flight delays, increase efficiency and improve safety, we help to make sure taxpayer dollars are spent only on initiatives that support the future.

### Identifying Investments

Our investments today lay a very real foundation for tomorrow. So it is critical that we choose wisely. The OEP will continue to identify the investments that both industry and government support to create the NextGen system. Our choices today are our future and our legacy – they must be the right choices.

### Achieving Results

The OEP achieves concrete results. Whether it's a new runway, satellite navigation or new procedures, the OEP delivers. For example, OEP initiatives in Atlanta have saved Delta \$30 million this year because of more direct flight routes.

For more information on the Flight Plan, the OEP, and the NextGen system, please visit [www.faa.gov](http://www.faa.gov).

## Know Your ATO

Can you name this facility?



Answer in tomorrow's edition.